

Oceanic Steamship Company Sierra Schedule

| LEAVE S. F. | ARRIVE HON. | LEAVE HON. | ARRIVE S. F. |
|-------------|-------------|------------|--------------|
| SEPT. 10 | SEPT. 14 | SEPT. 21 | SEPT. 27 |
| OCT. 1 | OCT. 7 | OCT. 12 | OCT. 18 |
| OCT. 22 | OCT. 28 | NOV. 2 | NOV. 8 |
| NOV. 12 | NOV. 18 | NOV. 23 | NOV. 29 |
| DEC. 3 | DEC. 9 | DEC. 14 | DEC. 20 |

Connects at Honolulu with C. A. Line for Sydney. C. A. Line leaves Honolulu for Australia Jan. 8, 10 and every 28 days.
Arrives in Honolulu a week in advance of C. A. Line steamer en route to Sydney.

RATES from Honolulu to San Francisco—First Class, \$65; Round Trip, \$110. Family Room, extra.

Reservations will not be held later than twenty-four hours prior to the advertised sailing time unless tickets are paid for in full.

FOR PARTICULARS, APPLY TO

C Brewer & Co., Ltd.

GENERAL AGENTS.

Canadian-Australian Royal Mail Steamship Co

Steamers of the above line running in connection with the CANADIAN-PACIFIC RAILWAY COMPANY between Vancouver, B. C., and Sydney, N. S. W., and calling at Victoria, B. C., Honolulu and Brisbane, Q.

FOR FIJI AND AUSTRALIA.

FOR VANCOUVER.

| | | | |
|-----------|--------------|-----------|------------|
| ZEALANDIA | SEPTEMBER 16 | MAKURA | OCTOBER 11 |
| MARMA | OCTOBER 14 | ZEALANDIA | NOV. 8 |

*Calls at Fanning Island.

CALLING AT SUVA, FIJI, ON BOTH UP AND DOWN VOYAGES.

Theo. H. Davies & Co., Ltd., Gen'l Agents

Pacific Mail Steamship Co. Toyo Kisen Kaisha S. S. Co.

Steamers of the above Companies will call at HONOLULU and leave this Port on or about the Dates mentioned below:

| LEAVE HONOLULU FOR ORIENT. | LEAVE HONOLULU FOR S. F. |
|----------------------------|--------------------------|
| SIBERIA | SEPT. 19 CHIYO MARU |
| CHINA | SEPT. 20 ASIA |
| MANCHURIA | OCT. 3 MONGOLIA |
| CHIYO MARU | OCT. 11 TENYO MARU |
| ASIA | OCT. 13 KOREA |
| MONGOLIA | OCT. 31 NIPPON MARU |
| TENYO MARU | NOV. 8 SIBERIA |
| KOREA | NOV. 14 CHINA |
| NIPPON MARU | NOV. 29 MANCHURIA |
| SIBERIA | DEC. 5 CHIYO MARU |
| CHINA | DEC. 12 ASIA |
| MANCHURIA | DEC. 19 MONGOLIA |
| TENYO MARU | DEC. 31 CHIYO MARU |

FOR FURTHER INFORMATION APPLY TO

H. HACKFELD & CO. LTD

Matson Navigation Co.'s Schedule, 1910

DIRECT SERVICE BETWEEN SAN FRANCISCO AND HONOLULU.

| Arrive from San Francisco | Sail for San Francisco |
|---------------------------|------------------------|
| Lurline | September 28 |
| Wilhelmina | October 4 |
| Hilonian | October 10 |
| Wilhelmina | October 16 |
| Hilonian | October 22 |
| Wilhelmina | October 28 |
| Hilonian | November 3 |
| Wilhelmina | November 9 |

S. S. Nevada of this line sails from Seattle for Honolulu direct on or about Sept. 17th 1910.

For further particulars apply to

CASTLE & COOKE LTD., GENERAL AGENTS.

American-Hawaiian Steamship Co.

FROM NEW YORK TO HONOLULU, via Tehuantepec, every sixth day. Freight received at all times at the Company's Wharf, 41st Street, South Brooklyn.

FROM SEATTLE AND TACOMA TO HONOLULU DIRECT:
S. S. Alaskan, to sail, September 11
S. S. Arizonan, to sail, September 23
For further information apply to

H. HACKFELD & CO., LTD, Agents, Honolulu.

C. P. MORSE, General Freight Agent.

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TIDES, SUN AND MOON.

Full moon Sept. 14th at 8:21 p. m.

| Hour | High Tide | Low Tide | High Tide | Low Tide | High Tide | Low Tide | High Tide | Low Tide |
|-------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|
| A. M. | | | P. M. | | A. M. | | P. M. | |
| 12 | 11:00 | 5:00 | 11:00 | 5:00 | 12 | 11:00 | 5:00 | 5:00 |
| 1 | 11:30 | 4:30 | 11:30 | 4:30 | 1 | 11:30 | 4:30 | 4:30 |
| 2 | 12:00 | 4:00 | 12:00 | 4:00 | 2 | 12:00 | 4:00 | 4:00 |
| 3 | 12:30 | 3:30 | 12:30 | 3:30 | 3 | 12:30 | 3:30 | 3:30 |
| 4 | 1:00 | 3:00 | 1:00 | 3:00 | 4 | 1:00 | 3:00 | 3:00 |
| 5 | 1:30 | 2:30 | 1:30 | 2:30 | 5 | 1:30 | 2:30 | 2:30 |
| 6 | 2:00 | 2:00 | 2:00 | 2:00 | 6 | 2:00 | 2:00 | 2:00 |
| 7 | 2:30 | 1:30 | 2:30 | 1:30 | 7 | 2:30 | 1:30 | 1:30 |
| 8 | 3:00 | 1:00 | 3:00 | 1:00 | 8 | 3:00 | 1:00 | 1:00 |
| 9 | 3:30 | 1:30 | 3:30 | 1:30 | 9 | 3:30 | 1:30 | 1:30 |
| 10 | 4:00 | 2:00 | 4:00 | 2:00 | 10 | 4:00 | 2:00 | 2:00 |
| 11 | 4:30 | 2:30 | 4:30 | 2:30 | 11 | 4:30 | 2:30 | 2:30 |
| 12 | 5:00 | 3:00 | 5:00 | 3:00 | 12 | 5:00 | 3:00 | 3:00 |

Times of the tide are taken from the U. S. Coast and Geodetic Survey tables. The tides at Kahului and Hilo occur about one hour earlier than at Honolulu. Honolulu standard time is 10 hours 30 minutes slower than Greenwich time, being that of the meridian of 157 degrees 30 mins. The time whistle blows at 1:30 p. m., which is the same as Greenwich 0 hours 9 minutes. The sun and moon are for local time for the whole group.

Shipping in Port

(Government vessels.)

U. S. L. H. T. Kukui, from cruise, August 19.

U. S. R. C. Thetis, from cruise, Sept. 8.

Merchant vessels.

Florence Ward, Am. schr., from Midway, August 11.

Danmark, Dan. bk., from Leith August 12.

Helene, Am. schr., Aberdeen, August 19.

S. M. Columbian, from Seattle September 7.

Schr. Robert Lewers, for Port Laidlaw, Aug. 11.

Romero, Bg., from Newport News, Sept. 13.

Dumfrieshire, Br. sp., from Hamburg, Sept. 13.

John C. Meyer, from Gray's Harbor, Sept. 13.

PROJECTED DEPARTURES.

For San Francisco.

Chiyo Maru, T. K. K., September 17.

Sierra, O. S. S., September 21.

Asia, P. M. S. S. Co., September 24.

Lurline, M. N. Co., October 4.

Mongolia, P. M. S. S. Co., October 8.

Sierra, O. S. S., October 12.

Wilhelmina, M. N. Co., October 12.

Tenyo Maru, T. K. K., October 15.

Korea, P. M. S. S. Co., October 22.

Hilonian, M. N. Co., October 22.

For Vancouver.

Makura C. A. R. M. S., October 11.

Man'ika, C. A. R. M. S., November 8.

For China and Japan.

Siberia, P. M. S. S. Co., September 19.

China, P. M. S. S. Co., September 2.

Manchuria, P. M. S. S. Co., October 3.

Chiyo Maru, T. K. K., October 11.

Asia, P. M. S. S. Co., October 18.

Mongolia, P. M. S. S. Co., October 31.

INTER-ISLAND VESSELS.

For Hilo and Hawaiian Ports.

Mama Kea, I. I. S. S. Co., Every Tuesday.

Mikahala, every Tuesday, For Kaula Ports.

W. G. Hall, I. I. S. S. Co., Every Thursday.

Kinau, I. I. S. S. Co., Every Tuesday.

Nogau, I. I. S. S. Co., September 19.

For Maui and Hawaii Ports.

Claudine, I. I. S. S. Co., Every Friday.

TRANSPORT SERVICE.

U. S. A. T. Sheridan, from Honolulu for Manila, August 12.

U. S. A. T. Dix, from Honolulu for Manila, August 12.

ARRIVED.

September 13.

Br. sp. Dumfrieshire, from Hamburg.

Am. bk. John C. Meyer, from Gray's Harbor, for Sydney, N. S. W.

C. A. S. S. Marama, from Sydney, via Suva.

DEPARTED.

September 13.

P. M. S. S. Manchuria, for San Francisco, 6 p. m.

Str. Mikahala, for Molokai, 5 p. m.

DUE FRIDAY.

C. A. S. S. Zealandia, from Victoria and Vancouver.

T. K. S. S. Chiyo Maru, from Hongkong.

O. S. S. Sierra, from San Francisco, a. m.



WHAT WILL HE DO?

A correspondent writes, "Please advise me what old and middle-aged men are to do who are out of work. The word is 'we want a young man.' I am in the fifties and have a wife to take care of and have been out of work several months. I have walked the town over answering ads, always to have thrown back at me, 'Want a young man,' or 'You are too old.' In answer to a civil service examination, I learned, 'No applicant considered over forty years of age.' Is this right? I want work, and must have it, in order to live and take care of my dear ones. What am I to do?"

This is a problem facing not only men but women workers who are advancing in years. It is useless to say that they should have saved something for this period of their life. Those who are employed can not always save. It is useless to say that the government should provide old age pensions. Perhaps it should, but it doesn't. The situation remains that these people have no money saved, no steady income, and the work they have done they can no longer do, because younger workers are wanted.

The only thing is to turn their faces resolutely to some new work which the old can do and which the young do not care for because more money is to be made in other occupations. No doubt it will not appeal to the elderly man or woman as much as the work he or she has been doing. But it will not do to look back.

Instead of answering advertisements where younger applicants will win out every time over him, a man in the position of this correspondent should try to work up a number of customers for himself as a handy man. In a suburban town such a man, if he will do his work well, will usually find more than he has time to do. Lawns are to be mowed, flower beds weeded, paths to be kept straight and trim, fences to be painted, awnings put up and taken down, there is a constant demand in suburban places for a man to do odd jobs. A man could soon build up a business of this kind if he could be relied upon and if he did his work thoroughly.

The field is not quite so large in

LOG BOOK

The M. N. S. S. Wilhelmina left port this morning for San Francisco after an eventful stay in Honolulu. It was whilst this vessel was still in quarantine that several members of the crew escaped to the shore only to be apprehended by the police upon their return to the boat. They were then sent to the quarantine grounds where they are still detained. At the conclusion of the quarantine period it is probable that these men will be hailed before the police court and charged with evading the regulations. The matter rests with the Federal authorities but it is considered certain that legal steps will be taken to make an example of these men in order to prevent a similar occurrence in the future. The Captain of the Wilhelmina had little difficulty in filling the vacant positions on board so that when the vessel pulled out this morning she had her full complement on board.

Passengers already booked by the S. S. Claudine for Maui and Hawaii ports are as follows: F. G. Cook, K. Roendahl, Miss M. Mayhew, Mrs. H. Perella and child, Mrs. W. H. Anderson and child, P. Kyau, and Yoon Y. Kyau.

A wireless message has been received by the Pacific Mail S. S. Company announcing the departure of the Asa from Yokohama early this morning. The vessel brings 600 tons of cargo for Honolulu.

The American businessmen who are on their way to China and Manila in the P. M. S. S. Korea were officially welcomed at Japan on the outward trip, as the committees of the various Chambers of Commerce in the island empire recognized that, as the visitors are guests of China, it would not be courteous to them to usurp China's rights in this connection. However, at a recent meeting of representatives of the Chambers of Commerce of Tokyo and Yokohama it was decided to extend an invitation to the party to pay a formal visit to Japan on their return trip. The Korea arrived at Yokohama on the 9th instant. It is proposed to escort the visitors to Tokyo and other commercial centers, such as Osaka and Nagoya.

PARENTS LOAD BABIES

WITH QUEER NAMES

Not long since it was chronicled that a Des Moines babe had been christened "Halley Comet" because it happened to have been born during the recent astronomical excitement, says the Des Moines Register. In another Iowa home, fond, but misguided parents named their young heir "James Jeffries Corbett" some weeks before the catastrophe to the white race at Reno. An Eastern exchange tells of a man who went in perpetual embarrassment through life bearing the name, "Modest Flower."

These instances of parental folly are bad enough, but look upon this, beside which all others fade into insignificance:

A woman in Missouri, when called upon to give her name to an officer of the court, gave it thus: "Mrs. Mary Samantha Sarah Lavinia Macy Lucretia Henrietta Parthenia Arizona Tabitha Dollie Welding." After the official had recovered from the faint, the woman explained her cognomen in this wise:

"When I was born my parents had eight sisters. There was a family feud involving all of them when it came to naming me, so in the end they settled the matter by naming me for all of them and throwing in a few names extra."

When parents take advantage of a helpless infant not more than a few hours old to inflict upon it names that forever afterward will be a burden and an embarrassment to it, they take the meanest possible advantage of which even a sheep stealer should be ashamed. There ought to be some sort of retributive justice for "Halley's Comet," "Modest Flower," "Mary Samantha Sarah Lavinia Macy Lucretia Henrietta Parthenia Arizona Tabitha Dollie," and all their ilk, and it is a strange commentary on the world's progress that it was not long since provided.



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